

THIS BIRD A DARK HORSE.

Won the Associated Cycling Clubs of Long Island Road Race.

SPURTED AT THE FINISH.

Raced Away from the Field While the Crowd Yelled with Delight.

STRONG WIND OVER COURSE.

Tried Some of the Crack-a-Jacks Who Were Expected to Do Great Work.

Fair Brooklyn Cyclists Present in Large Numbers.

Another dark horse, as is usual in road races, won the second annual twenty-five mile handicap road race of the Associated Cycling Clubs of Long Island, over the Merrick road yesterday afternoon. His name is George H. Bird, and he hails from Newark, N. J., the kindergarten of road riders. Over five thousand spectators saw him win.

J. R. Harrison, another Newark rider, covered the course in 1:07:50, and thereby captured the time prize. There were sixty-eight entries, all but three of whom started, although the heavy head wind which the riders had to face half of the distance allowed but thirty-seven to finish.

The course was lined when the limit man was sent away at 4:15.

Brooklyn's fair cyclists were out in force to urge their favorites on, and it was a poor contestant who did not have at least two ladies to bring him ginger ale and lemonade before and after the race.

Noticed on the course were the Heavenly Twins, the Gowna Girls in their new Summer rig, Miss Eva Bindler, a century rider of renown, and who was perfectly capable of giving lessons to some of the contestants, and Miss Rita Whitlock.

The race was well conducted, although some of the officials had difficulty in getting the correct times and finishes. Therefore John Barnett had no occasion to disqualify any one, the accidents were less numerous than usual, and the time made by the riders was very fast.

The Start.
Starter Shannon fired the gun for the limit men at 4:15 o'clock, and the other riders were off in a bunch of five and six without a spill. The scratch men, and Kirk, Hendrickson, Thompson, Munz and Earl. The men were scheduled to ride two and one-half miles after the scratch, then back to the starting point at Valley Stream, and thence the same distance west to Springfield and back to the start two and one-half miles.

A strong west wind made the going to Springfield a task for a giant, while the going back was a piece of cake for the riders.

The first man to cover the five miles was Harrison, of the Yorkville Wheelmen, whose time was 14:15. He was followed by Bird and Lukens.

Goodwin, who won third place in the Millburn, punctured his tire at this point, and did not finish. The three appeared to have come to an understanding and each was giving his share of the prize. The low markers had worked well up into the bunch by this time, and with Kirk ahead of the scratch men, Harrison was leading. Bird was much more than a time winner and a few feet were left. Kirk's time for the ten was 29 min. 30 sec. and he was the time for the course. Soden, who won the Millburn race, had fallen behind his markers and was beaten.

At Fifteen Miles.
The fifteen mile post saw no change of the leaders, although Harrison was making the running. Lukens second and Bird third. It was noticed that the latter set very little of the pace and he was expected to win. It was another case of the same old story, the bird was in the same manner. The leader's time for this distance was 43 min. 10 sec., while Kirk's time was 44 min. 5 sec. Bird had divided into two bunches by this time and all the faint hearted ones had quit.

Lukens was leading at the twenty miles, with Harrison second and Bird third. Harrison was setting the pace for his bunch at this point, while Kirk, the time winner, was doing the same for his crowd.

At the last turn Bird made an effort and was soon yards in advance of his followers. He continued to lead and rode over the tape over two hundred yards ahead of his next competitor. The fight for second place was exciting, but the crowd was a little smaller, and he won. Many hot bunches came down for the tape, the men winning the race by inches, and the crowd yelled with delight.

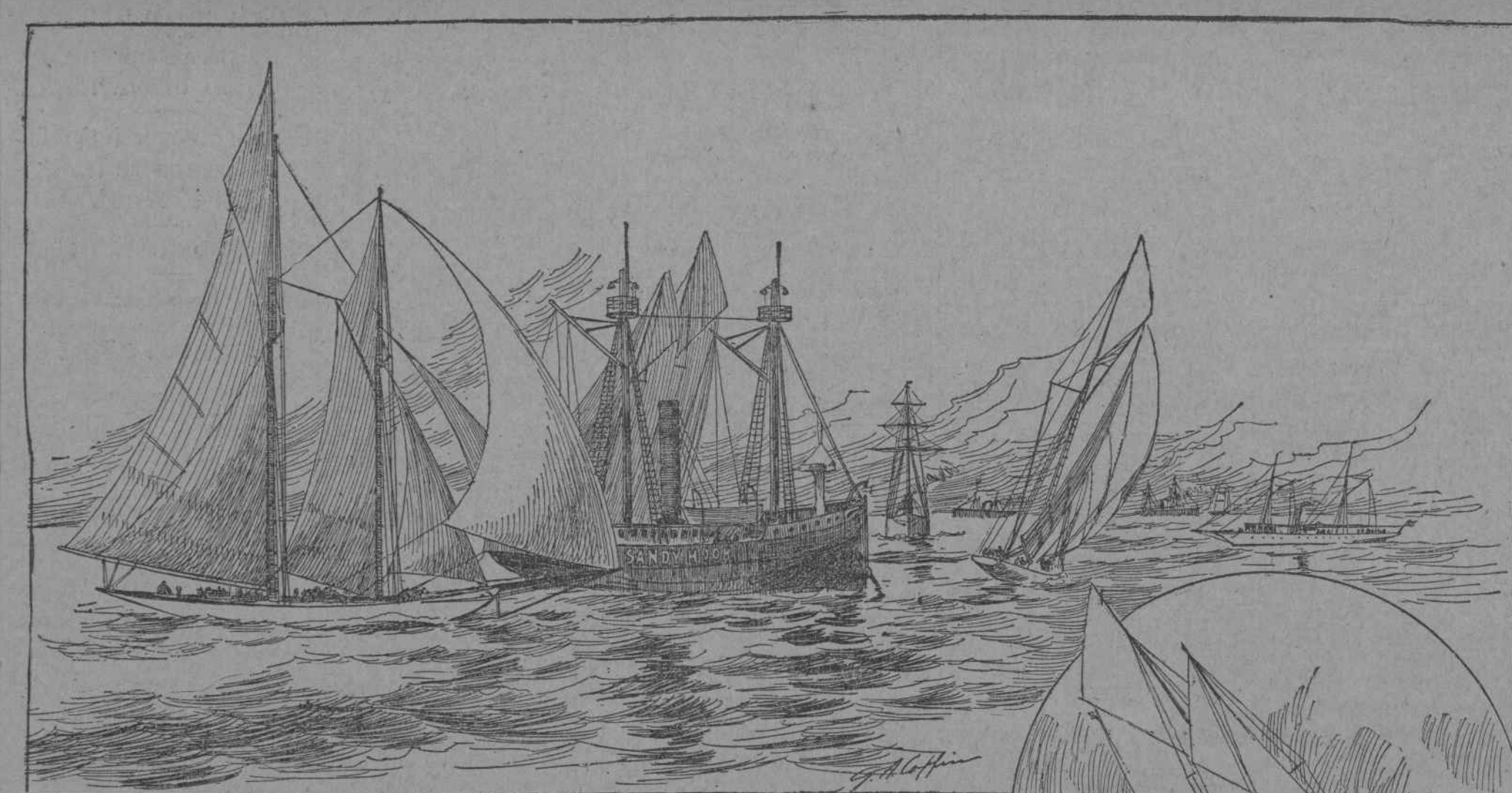
The official order of the finish, with the net time of each man, follows:

Rank	Name	Cap.	Net
1	George W. Bird, Newark	8:00	1:12:00
2	J. R. Harrison, Newark	8:00	1:12:50
3	John Barnett, Richmond Hill	8:00	1:13:40
4	E. E. Martin, N. Y.	2:30	1:16:45
5	John Barnett, Richmond Hill	8:00	1:17:00
6	W. F. Walther, N. Y.	4:30	1:17:47
7	W. N. Hall, Richmond Hill	2:30	1:18:48
8	John Barnett, Richmond Hill	8:00	1:19:00
9	J. R. Harrison, N. Y.	8:00	1:20:59
10	E. A. Laws, Kings Co.	2:30	1:20:51
11	John Barnett, Richmond Hill	8:00	1:21:25
12	W. N. Hall, Richmond Hill	2:30	1:21:35
13	W. F. Walther, N. Y.	4:30	1:21:35
14	W. N. Hall, Richmond Hill	2:30	1:21:35
15	W. N. Hall, Richmond Hill	2:30	1:21:35
16	W. N. Hall, Richmond Hill	2:30	1:21:35
17	W. N. Hall, Richmond Hill	2:30	1:21:35
18	W. N. Hall, Richmond Hill	2:30	1:21:35
19	W. N. Hall, Richmond Hill	2:30	1:21:35
20	W. N. Hall, Richmond Hill	2:30	1:21:35

BALD BEAT LOUGHEAD.
Canadian Racer Wasn't Fast Enough to Defeat the Buffalo Boy in the City by the Lake.

By A. G. Hatchelder.
Buffalo, N. Y., June 12.—Such an afternoon of racing as there was seen today in the second meet of the New York State circuit is seldom witnessed, and the thousands who were present yelled themselves hoarse when Bald beat out Loughead in the mile open, in the closest finish possible without being a dead heat.

The champion is a Bison, and the strongest kind of a home favorite. It was a great deal that lined up for the final professional mile, the heats having been won by Mac Donald, Cooper, Bald, Loughead, and



Wasp and Emerald Rounding Sandy Hook Lightship.

Wierick. In a trial for second men in the heats, Titus secured the plum by a ride in the straight that brought the spectators to their feet. Callahan, Goodman and Davis were the other participants in this trial.

Single racing of the double sort was used in the final, "Rastus" and "Snowball" doing the work.

Cooper got the pace, with Loughead next, Titus third, Bald fourth, and Macdonald and Wierick in the rear. Nothing eventful happened until on the back stretch of the mile lap, when Loughead jumped and opened a gap of several lengths.

Bald went after him but did not get to the speedy Canadian until the turn into the short straight of the quarter-mile track. Bald, inch by inch, drew up alongside the other, who responded with all that was in him. A final desperate shove, was accompanied by the inevitable wriggle, and Bald had won by inches only. A laugh being made with Cooper with half wheel the best of Titus, and Macdonald and Wierick were in the rear.

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TWO FIRSTS FOR SCHADE.

The Little Speed Merchant Secured a Couple of Victories Over Some Well-known Flyers.

Washington, D. C., June 12.—The result of the bicycle races run here this afternoon in connection with field sports of the Columbia Athletic Club were highly satisfactory to the large crowd present. The feature of the meet was the brilliant riding of Fred Schade, the little Southern champion, who took both the heat and final of the two-mile handicap from scratch, and also the one-mile open, defeating such crack amateurs as Sims, Hales, Clum, Wilson and the others. The summary:

One Mile (open)—First heat—Fred Schade, Virginia, first; Walter Throp, Washington, second; William Sims, Washington, third. June 12: Second heat—H. E. Clum, Washington, first; A. G. Moran, Washington, second; E. S. Wilson, Washington, third. Time, 4:28. Third heat—E. C. Duval, Washington, first; H. A. Dodge, Washington, second; Harry Z. Greer, Washington, third. Time, 2:31.

Two-Mile Handicap—First heat—Schade (scratch), first; Throp (30 yards), second; Alexander (20 yards), third. Time, 4:34. (District record). Second heat—Pritchard (20 yards), first; Duval (75 yards), second; Wilson (scratch), third. Time, 4:47. Third heat—Schade (scratch), first; Throp (20 yards), second. Time, 4:51.

Journal's Club Run Schedule.

From New York.

Madison Wheelmen, to Massapequa, L. I., at 8 a. m.
Minerva Wheelmen, to Roslyn and Hempstead, at 8 a. m.
Greenwich Wheelmen, to Passaic Falls, N. J., at 8:30 a. m.
Century Wheelmen of New York, to Pompton Lake, N. J., at 8 a. m.
Excelsior Cycle Club, to Glen Island, at 9 a. m.
Marion Wheelmen, to Greenville, N. J., at 8:30 a. m.
Bocconville Wheelmen, to Far Rockaway, at 8:30 a. m.
Borek's Wheelmen, to City Island, at 8:30 a. m.
St. George's Bicycle Club, to Roslyn, L. I., at 8 a. m.
Bedford Club, to Rockaway, at 8 a. m.
Ascension Cyclists, to Amityville, L. I., at 7 a. m.
Triumph Wheelmen, to Bath Beach, at 9 a. m.
Manhattan Bicycle Club, to Ardsley, at 9 a. m.
Lincoln Wheelmen, annual outing and games, at 9 a. m.
Xavier Wheelmen, to Morrisville, N. J., at 9 a. m.
Lindwood Wheelmen, to Yonkers, at 9 a. m.
Yorkville Wheelmen, to Paterson, at 8:30 a. m.
Mecca Wheelmen, to City Island, at 10 a. m.
Doubt's Coterie Wheelmen, to Freeport, at 8 a. m.
Harden Wheelmen, to Far Rockaway, at 9 a. m.
Morris Wheelmen, to Tarrytown, at 8:30 a. m.
Nyack, at 9 a. m.
Excelsior Cycle Club, to Glen Island, at 9 a. m.
Electrood and Ride, to Coney Island, at 9 a. m.
Knickerbocker Athletic Club Wheelmen, to Totenville, at 10 a. m.
Royal Arcadian Wheelmen, to Coney Island, at 2 p. m.
Bocconville Wheelmen, to Paterson, at 9 a. m.
Lyceum Wheelmen, to Tarrytown, at 9 a. m.
New York Athletic Club Wheelmen, to Travlers Island, at 10 a. m.
Pequod Wheelmen, to Paterson, at 9 a. m.
Castle Athletic Club Wheelmen, to Rye Beach, at 9 a. m.

Cycling Notes.

Sixth avenue in Brooklyn is to be asphalted to Fourteenth street. Work has been begun on the project. The contractor has put it back. From the owner of Fourteenth street cyclists can turn south to Prospect Park.

If the Gyster Bay Highway Commissioners succeed in the proposed road line to Massapequa, as they talk of doing, it will make another splendid scenic island road from the north to the south side of Long Island.

The old Paterson plank road is on the list of the energetic good roads people of New Jersey for this year.

Philadelphia has another wonderful child cyclist. His name is Walter McGrath and he is only seven years of age. That did not prevent him from riding sixty-two miles last Sunday in six hours and fifty-five minutes. It looks as though the youngster had been given a little too much exercise.

Journal Readers—Arrangements can generally be made to secure a boat between Willet's Point and Fort Schuyler.

The second annual century run of the Hudson County Wheelmen to Tuxedo and return will be held on June 27. There will be two divisions. The entrance fee is 50 cents and the medal \$1 extra. The regular division will leave Communipaw and Crescent avenues, 5:45.

The trip on wheels to be taken by Company B, Eight Regiment, beginning at 10 a. m., to cover 500 miles through Long Island, is one of the most novel undertakings by any Eastern military organization. The men will carry complete marching equipment and expect to hold a sham battle on the Shinnecock hills.

For some time there have been signs on both sides of the Hudson entrance to Prospect Park warning cyclists to dismount. Some obeyed the order, and others, who apparently could not read or did not want to, persisted in riding through the park. The danger of persons waiting to take the road cars that were not placed there for nothing. Two long saw horses were made, and on them were painted the inscription, in bold letters:

Wheelmen Dismount Here.

The saw-horses were placed across the road, and there were no cyclists willing to risk a collision with them. No trouble was experienced in keeping the way clear, and the Park policemen breathed with relief for the first time in three weeks.

William Meister, Brooklyn—The Journal has no space for distribution.

Burge-Thompson Fight Is Off.
London, June 12.—The Burge-Thompson prize fight, which was to have taken place in Birmingham to-night, has been declared off. Burge, it is stated, owing to his recent defeat at the hands of Tom Causser, has declared his intention to retire from the prize ring. Thompson has claimed the forfeit money.

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Three-Cornered Match.
Philadelphia, June 12.—It was announced today that Bald, Cooper and Kiser had been matched for a \$4,000 purse to race on next Saturday.

PUNCH WON AGAIN.

She Takes the Webster Cup in the Regatta of the Douglasson Yacht Club.

The seventh annual regatta of the Douglasson Yacht Club was sailed yesterday over the club course on Little Neck Bay and Long Island Sound.

On account of the light breeze at the scheduled time, 10:30 a. m., the yachts did not get away until noon, and the sailing ended at about 3 p. m. In a strong, steady breeze.

Interest centered in the contest for the Webster Cup. This cup had to be won twice in succession in order to become the individual property of the winner. It was won last year by Pencil, owned by Montgomery H. Clark, of the Huguenot Club, New Rochelle. Yesterday Pencil duplicated last year's performance. G. A. S. Wiener, the Violet, of the Knickerbocker Club, was the other competitor in this event. Mr. Clark's boat had an advantage all through the race. At the first buoy she led her competitor by 7 minutes and ten seconds, and kept steadily gaining on her rival, finishing about 14 minutes ahead.

Considerable interest was also shown in the 20-foot class cabin knockouts. This event was won by Margaret. Summary: CARIN SLOOPS—20-FOOT CLASS.

Name. Owner. Length. Elapsed Time.

Burybia, Charles Pryer..... 40:02 3:14:13
Mignon, Joseph Fournier..... 34:10 3:07:50

NEWPORT MAY GO WITHOUTHER POLO.

Country Club's New Grounds Are Found Useless for That Game.

YOUNG WHITNEY'S TRIAL.

He Started in to Practice but His Pony Soon Went Through the Upper Crust.

Newport, R. I., June 12.—Some very interesting matters are likely to come up before the next meeting of the Newport Country Club, the most important of which is the condition of the polo field, which was built some three years ago at an expense of \$35,000, and which has never been used as yet. The players and society people were not satisfied with the old field, in the lower part of the city, established by James Gordon Bennett and others, their excuse being that it was not exclusive enough.

As a result, land was hired from the Country Club and a field laid out by Contractor Macdonald, of New York. Last year the field was tried by W. K. Thorne and others and found in bad condition. Some repairs were made and the announcement made that the field would be ready for play this year. On the strength of that the old field was abandoned, and it is now used by the city as a playground, while house lots are for sale on it.

It now looks as if Newport will lose the game of polo for this year at least. Last week Harry Payne Whitney took his string of polo ponies to the new field to handle the horse of the golf links and beat. He decided, however, to give it two or three days of dry weather before reporting the field to the Country Club. The Club officials, who have examined the field say it can never be used for the game.

There is another matter of importance. The lease of the golf links from the Country Club expires on July 1, and it is understood that there will be some trouble in renewal. The Country Club wants more money, and the golf club thinks it pays enough, as it is through them that the Country Club house is supported. What the outcome will be is yet a matter of speculation.

ROUTE TO PHILADELPHIA.

L. A. W. Member Discovers One Which He Thinks Superior to Those Coming at New Brunswick.

Mr. Charles L. Colton, an L. A. W. member of New York, has tried a new route to Philadelphia, which he asserts is superior to the three principal routes that centre at New Brunswick. The worst six miles are between Dunellen and Bound Brook.

Use the regular route to Plainfield and then proceed to Dunellen, Bound Brook, Somerville and Raritan. Turn left over the bridge to the first road, then right to the bridge over the canal, and to the left over the railroad. Then go to the right to the first road, then left and down the hill, taking the road to the right at the bottom to Rosville. Go through Clover Hill and Mt. Airy, to Lambertville. Cross the Delaware River to New Hope and then take York Pike to Haddon, Wilson Grove and Jenkintown to Philadelphia. A dike York Pike to Haddon, Willow Grove from New Hope can be made if desired. The distance is longer than by the New Brunswick, Princeton, Trenton way, but the roads are much superior. From Philadelphia to Dunellen there is good macadam, from Dunellen to Bound Brook the road is poor, with side path part of the way. From there on all the riding is over turnpikes.

Trolley Kills a Half Blind Man.
North Tonawanda, N. Y., June 12.—James Becker, of La Salle, who was blind in one eye, was run down by a trolley car this morning and instantly killed.

Sporting Pages.
Additional sporting news will be found on pages 23, 39 and 62 of the Sunday Journal.

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HUGO KERKAU IS MODEST.